

INTERFACE DEVICES, INC. • 230 Depot Road • Milford, CT 06460 • 203/878-4648 • Fax 203/882-0885

IMPORTANT SAFETY REMINDER

December 7, 2012

Dear Valued Oxygen Booster Users,

Please accept this as a reminder of the inherent risk of handling pure oxygen under pressure and the accompanying importance of safely maintaining and operating oxygen boosters. Given that oxygen enriched environments are susceptible to ignition and fire incidents, it is imperative that all personnel handling such equipment be specifically and thoroughly trained in handling the oxygen equipment they are working with and be familiar with the applicable manufacturer's operating guidelines and instructions.

To this end, please recall that, in addition to Interface Devices' standard documentation and other industry resources, the company has published a safety/service white paper entitled "The Importance of Safely Handling Pure Oxygen Under Pressure When Using Oxygen Booster Pumps," as well as a "Flash" online training presentation for users of the OB-30 Oxygen Booster. Both the white paper and training program can be found at www.interfacedevices.com. The training presentation can also be accessed at www.ob30training.com.

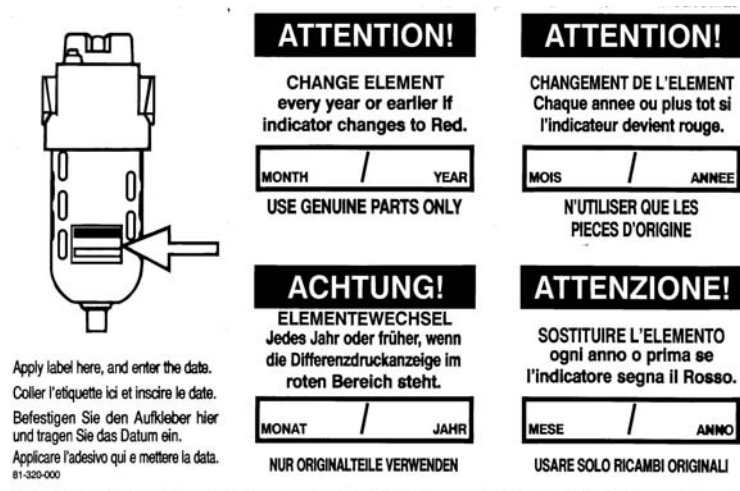
Additionally, the National Fire Protection Association provides information regarding specific Oxygen System Recommended Practices and Materials at <http://www.nfpa.org>. Any personnel handling equipment in the oxygen system should be familiar with these practices.

As these publications and documentation reinforce, it is critical that all service to the oxygen systems on the aircraft is done by trained technicians in a clean and contamination-free environment. This is reinforced, for example, by the FAA Airframe and Mechanics Handbook section 363, paragraph b, "Hands, clothing and tools must be free of oil, grease and dirt when working with oxygen equipment. Traces of these organic materials near compressed oxygen may result in spontaneous combustion, explosions and/or fire."

Specifically, for the OB-30 Booster, ensure that it is only powered with clean and dry compressed air or nitrogen. The OB-30 should also be regularly inspected especially after periods of non-use. If after conducting an OB-30 inspection it is believed that the booster may have been compromised with suspect components or suboptimal operational or maintenance practices it should be returned for a complete inspection, cleaning and recertification. **Recertification is strongly recommended for any OB-30 that has been in service for two years or longer since its last factory certification or, and especially, if the booster has been compromised by non-compliant operation or maintenance practices.** This two-year schedule should be adopted into a Safety Management System (SMS), Internal Evaluation Program, or standard company safety practices. The practices described in the applicable manufacturers' documentation should be incorporated into the company safety system in use, including the following specific to the OB-30:

- 1) Inspect the OB-30 drive air filter and intake filter and change every twelve months or earlier if the red indicator on the filter is triggered to indicate the filter is in need of replacement to comply with manufacturer recommendations.
- 2) Inspect all additional oxygen wetted components in the system prior to each use of the booster.

All instructions and usage practices published by manufacturers of any component in the boost system should be strictly adhered to. For example, as mentioned above, the OB-30 is supplied with a coalescing drive filter that includes specific instructions and a warning label to remind users when to service or change the filter:



Not only is applying labels from suppliers necessary, it is paramount to observe the instructions provided by the manufacturers.

Inspection and recertification should be incorporated as part of the overall safety practices and policies that are in place at all aircraft ground support facilities and we encourage users to contact Interface Devices or any relevant component manufacturer used in the system if there are any questions. As with most oxygen applications, being safe is not just by chance.

Interface Devices encourage all users to share this important reminder with any others who may be using the OB-30 oxygen boost system for aircraft. Also, forward to the appropriate contact if this is not the correct one.

Be compliant, be vigilant and amongst all, be safe.

Sincerely,

Interface Devices, Inc.